



Traffic Safety Issues

GDL Passenger Restrictions

THE PROBLEM

- Motor vehicle crashes are still the leading cause of teen death.
- The presence of any passengers riding with teens increases the risk of a crash. Just one additional passenger increases the crash risk by 1.5 times, two additional passengers by 2 times and three or more additional passengers by 4 times. By way of comparison, the risk of getting into a crash by adult drivers actually decreases as more passengers are added.
- AAA Foundation for Traffic Safety studies indicate that nearly half of 16 and 17 year old drivers involved in fatal crashes were carrying at least one passenger under 21 and no adult passengers.

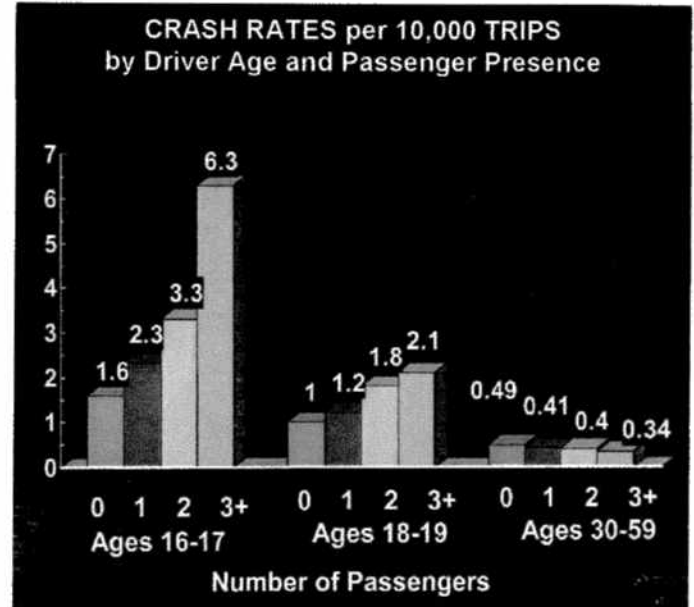
EXPERIENCE ELSEWHERE

California & North Carolina

- Since implementation, teen passenger deaths and injuries dropped by 23% in California and 32% in North Carolina.
- 89% of teens find ways to get to activities.
- 74% of teens reported that the restrictions did not affect them.
- 92% of parents advised that the restrictions were no inconvenience to them.

AAA RESEARCH

- 74% of Americans support laws restricting the number of teen passengers that may ride with an inexperienced teen driver.
- Crash data show that passenger restriction laws, an important component of GDL systems, are the most effective way to reduce teen crashes, deaths and injuries.
- States with the nation's toughest teen driving laws have more than a third fewer crashes causing death or injury involving 16-17 year old drivers.
- Teen drivers put all drivers at risk. From 1995-2004 in Michigan, 373 16-17 year old drivers were killed, 324 16-17 year old passengers and 408 other people.



teen crashes



—everyone is at risk



People Fatally Injured In Motor Vehicle Crashes
Involving 15- to 17-Year-Olds



Nearly two of every three people killed in teen-driver crashes are people other than the teen driver.

Introduction

Government statistics quantify the number of teen drivers and their passengers who have died in motor vehicle crashes. In the first analysis of its kind, this report investigates the number of other people who have died in crashes involving novice teen drivers. This report illustrates that nearly two of every three people killed in teen-driver crashes are people other than the teen driver. These fatalities include the teen driver's passengers, drivers and passengers of other vehicles, pedestrians and bicyclists. This report provides a new perspective on the toll of crashes involving novice teenage drivers.



Executive Summary

The AAA Foundation for Traffic Safety analyzed data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) from 1995 through 2004, and identified all fatal crashes involving 15-, 16-, and 17-year-old drivers of passenger vehicles.

This analysis shows that between 1995 and 2004 crashes involving 15- to 17-year-old drivers claimed the lives of 30,917 people, of which 11,177 (36.2%) were those drivers themselves. However, the majority of fatalities in these crashes were people other than those drivers, and included 9,847 of their passengers, 7,477 occupants of vehicles operated by drivers 18 years of age or older, and 2,323 nonmotorists.

The analysis also shows that while 12,413 of these fatalities occurred in single-vehicle crashes involving only the vehicle operated by the teenage driver, the remaining 18,504 occurred in crashes involving multiple vehicles and/or nonmotorists. Of these, more than half were either occupants of vehicles driven by people at least 18 years of age (7,477, 40.4%) or nonmotorists (2,323, 12.6%). Finally, of the occupants of other vehicles and nonmotorists killed in these crashes, more than four of five were at least 21 years old.

This report provides detailed state-by-state data for use by local AAA clubs and state legislators. The conclusion focuses on next steps as AAA offers specific solutions to reduce teen-driver crashes.

Methods and Definitions

FARS is a census of every motor vehicle crash that involves a motor vehicle in transport, occurs on a roadway in the United States that is customarily open to the public and results in the death of a vehicle occupant or nonmotorist within 30 days. FARS provides information on all crashes meeting these criteria, including all vehicles and people involved.

FARS data from 1995 through 2004^{*} were queried using SAS 9.1.[†] All crashes involving a 15-, 16-, or 17-year-old driver of a passenger vehicle were identified. Passenger vehicles, as defined by NHTSA,[‡] include passenger cars, light trucks, sport utility vehicles and vans. Medium trucks, heavy trucks, buses, tractors, motorcycles, mopeds and other such vehicles are not categorized as passenger vehicles. Crashes involving a 15- to 17-year-old driver of a nonpassenger vehicle do not appear in the analysis reported here unless a 15- to 17-year-old driver of a passenger vehicle was involved in the same crash.

The majority of fatalities in teen crashes are people other than the teen driver.

^{*}1995-2003 FARS final files, 2004 Annual Report File. Available at [ftp://ftp.nhtsa.dot.gov](http://ftp.nhtsa.dot.gov).

[†]SAS Institute Inc., 2003, SAS for Windows, release 9.1.3. Cary, NC

[‡]Tessmer, J. M. FARS Analytic Reference Guide 1975-2002. Washington, DC: National Highway Traffic Safety Administration.

People fatally injured in crashes involving a 15-, 16-, or 17-year-old driver were categorized as:

- 15- to 17-year-old driver
- Passenger of 15- to 17-year-old driver
- Occupant of other vehicle
- Nonmotorist
- Other occupant.

The 15- to 17-year-old driver category includes every fatally injured person ages 15, 16, or 17 who was coded in FARS as a driver of a passenger vehicle. The "passenger of 15- to 17-year-old driver" category includes all people coded in FARS as passenger or unknown occupant type in a motor vehicle in transport, who were coded in FARS as being occupants of a passenger vehicle whose driver was 15, 16, or 17 years old.

The category "occupant of other vehicle" included all occupants (i.e., driver, passenger or unknown occupant type in a motor vehicle in transport) of all types of vehicles in which the driver was coded as being at least 18 years old.

People categorized as "nonmotorist" included pedestrians, bicyclists, occupants of motor vehicles not in transport (e.g., parked), and occupants of nonmotor-vehicle transport devices (e.g., horse-drawn carriages, etc., involved in crashes with a motor vehicle in transport).

Finally, occupants of nonpassenger vehicles (e.g., motorcycles) operated by a 15- to 17-year-old driver, occupants of passenger vehicles driven by people younger than 15 years of age, and occupants of passenger vehicles driven by people of unknown age were classified as "other occupants."

Over the period analyzed, there were 4,037 passenger vehicle drivers of unknown age, and 4,501 drivers of unknown age and unknown vehicle type, involved in fatal crashes. It is likely that some of these drivers were between ages 15 and 17; however, for the purpose of the analysis reported here, none of these was counted as a 15- to 17-year-old driver. The only cases in which these drivers or their passengers were included in the analysis reported here were those in which a passenger vehicle driver known to be 15, 16, or 17 years old was also involved. In such cases, the drivers of unknown age and their passengers were classified as "other occupants." Therefore, the number of crashes and fatalities reported here involving 15- to 17-year-old drivers likely represents slight under-estimates of the true totals.





Crashes were classified into three types:

- Single-vehicle
- Single-vehicle and nonmotorist
- Multiple-vehicle

A crash was classified as a single-vehicle crash if it involved only one vehicle (e.g., a passenger vehicle driven by a driver between ages 15 and 17) and no nonmotorists. If a crash involved only the vehicle driven by the 15- to 17-year-old driver, but also involved one or more nonmotorists, it was classified as single-vehicle and nonmotorist. If a crash involved more than one motor vehicle in transport, it was classified as a multiple-vehicle crash. Finally, a parked car is considered a motor vehicle not in transport, and the occupants of a motor vehicle not in transport are considered nonmotorists. Thus, crashes involving one passenger vehicle operated by a 15- to 17-year-old driver and another vehicle that was parked were coded as either single-vehicle or single-vehicle and nonmotorist, depending on whether any nonmotorists were involved in the crash.

Results

Between 1995 and 2004, 26,990 drivers between ages 15 and 17 were involved in 26,453 fatal crashes that claimed the lives of 30,917 people.

Table 1. People Killed in Crashes Involving a 15- to 17-Year-Old Driver.

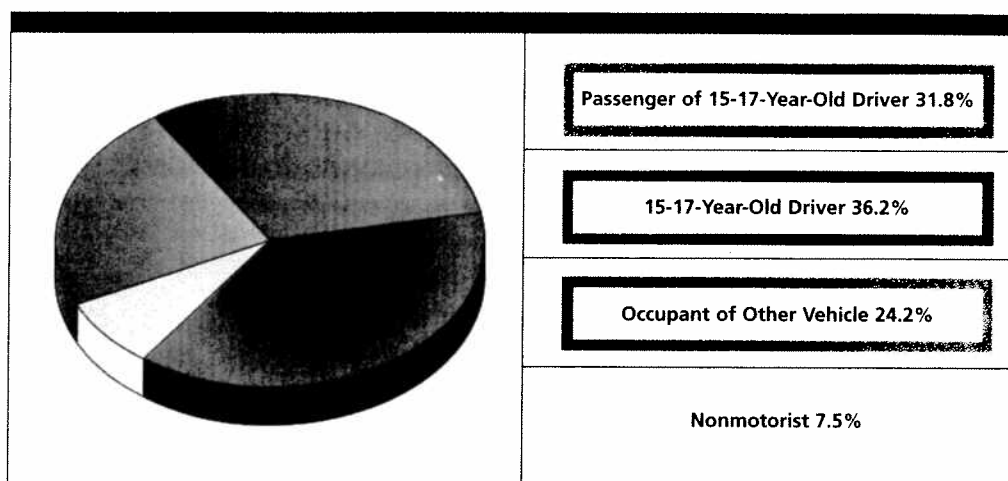
	15-17 Year-Old Driver		Passenger of 15-17 Year-Old Driver		Occupant of Other Vehicle		Nonmotorist		Other Occupant		Total
1995	1,106	33.4%	1,069	32.3%	813	24.6%	315	9.5%	5	0.2%	3,308
1996	1,193	34.7%	1,151	33.4%	822	23.9%	262	7.6%	14	0.4%	3,442
1997	1,166	35.4%	1,105	33.5%	773	23.5%	248	7.5%	4	0.1%	3,296
1998	1,134	36.1%	981	31.3%	731	23.3%	276	8.8%	17	0.5%	3,139
1999	1,165	36.1%	1,012	31.4%	824	25.6%	218	6.8%	4	0.1%	3,223
2000	1,063	36.3%	886	30.3%	738	25.2%	227	7.8%	13	0.4%	2,927
2001	1,045	36.0%	936	32.3%	710	24.5%	201	6.9%	9	0.3%	2,901
2002	1,206	38.6%	945	30.2%	748	23.9%	220	7.0%	6	0.2%	3,125
2003	1,066	37.8%	880	31.2%	672	23.8%	196	6.9%	9	0.3%	2,823
2004	1,033	37.8%	882	32.3%	646	23.6%	160	5.9%	12	0.4%	2,733
Total	11,177	36.2%	9,847	31.8%	7,477	24.2%	2,323	7.5%	93	0.3%	30,917

36.2% of people killed in teen crashes were the teen drivers. 31.8% were passengers of teens. 24.2% were occupants of other vehicles. Another 7.5% were non-motorists.

As Figure 1 on the next page shows, of the 30,917 people who died in crashes involving a 15- to 17-year-old driver, 11,177 (36.2%) were the 15- to 17-year-old drivers themselves. Another 9,847 (31.8%) were passengers riding in vehicles driven by 15- to 17-year-old drivers and 7,477 (24.2%) were occupants of

vehicles operated by drivers at least 18 years old. Another 2,323 (7.5%) were nonmotorists, which include pedestrians, bicyclists, occupants of motor vehicles not in transport, occupants of nonmotor-vehicle transport devices and other people who were not occupants of motor vehicles in transport.

Figure 1. People Killed in Crashes Involving a 15- to 17-Year-Old Driver, 1995-2004. N=30,917*.



*93 people categorized as other occupant not displayed.

Table 2 below shows the number of 15- to 17-year-old drivers, their passengers, occupants of other vehicles and nonmotorists who died in single-vehicle and multiple-vehicle crashes involving 15- to 17-year-old drivers.

Table 2. People Killed in Crashes Involving a 15- to 17-Year-Old Driver, by Type of Crash, 1995-2004.

Crash Type	15-17 Year-Old Driver		Passenger of 15-17 Year-Old Driver		Occupant of Other Vehicle		Nonmotorist		Other Occupant		Total
Single Vehicle	6,472	52.1%	5,941	47.9%							12,413
Single Vehicle and Nonmotorist	25	1.2%	23	1.1%			2,076	97.7%			2,124
Multiple Vehicle	4,680	28.6%	3,883	23.7%	7,477	45.6%	247	1.5%	93	0.6%	16,380
Total Non-Single Vehicle	4,705	25.4%	3,906	21.1%	7,477	40.4%	2,323	12.6%	93	0.5%	18,504
Total	11,177	36.2%	9,847	31.8%	7,477	24.2%	2,323	7.5%	93	0.3%	30,917

The second and third rows of Table 2 show the numbers of people killed in crashes involving road users outside of vehicles operated by a 15-, 16-, or 17-year-old driver. Of the 18,504 deaths that occurred in these crashes, 7,477 (40.4%) were occupants of other vehicles and another 2,323 (12.6%) were nonmotorists (i.e., mostly pedestrians, some bicyclists and very few other types of nonmotorists).

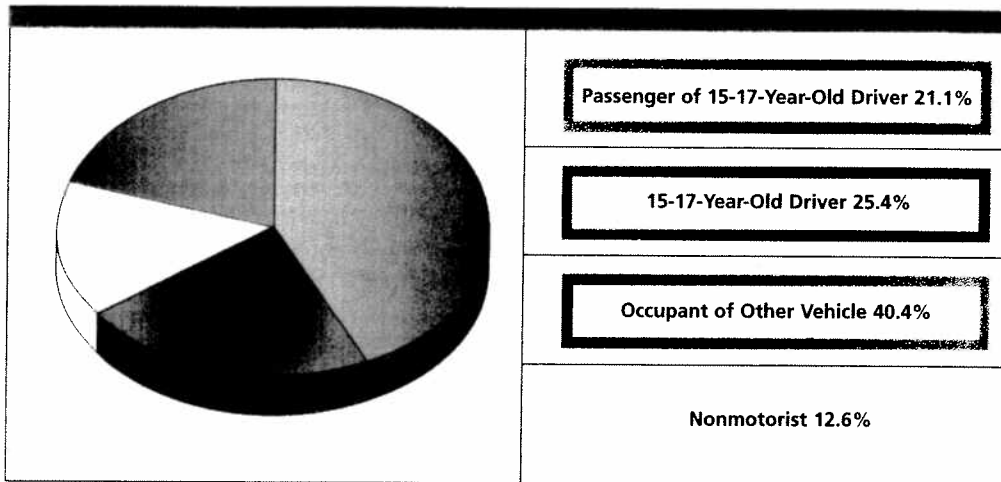




The 15-, 16-, and 17-year-old drivers themselves comprised 4,705 (25.4%) of the multiple-vehicle crash deaths and their passengers accounted for another 3,906 (21.1%). These fatalities are summarized in Figure 2, below.

Another 12,413 (40.0%) deaths occurred in single-vehicle crashes. Of these, 52.1% were the teenage drivers themselves and 47.9% were their passengers. The majority of these single-vehicle crashes involved either rollovers or collisions with trees or utility poles.

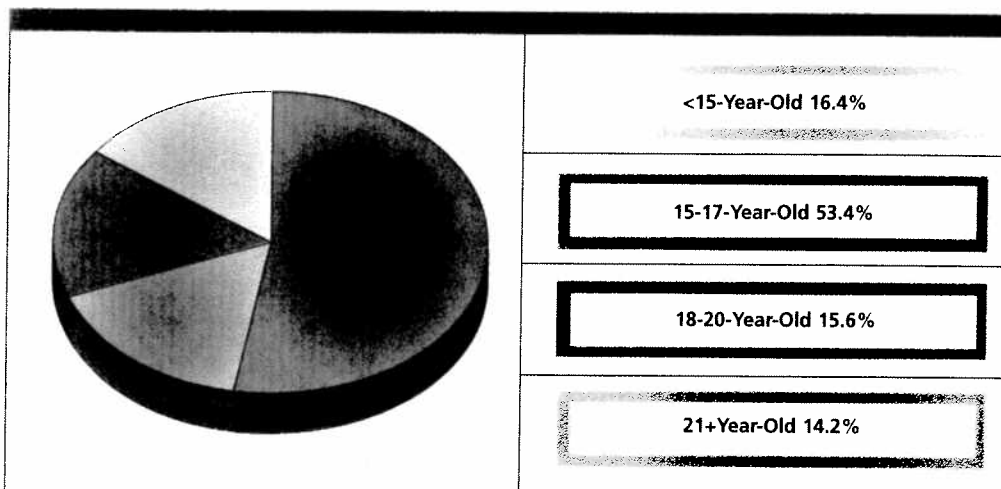
Figure 2. People Killed in Multiple-Vehicle or Single-Vehicle-and-Nonmotorist Crashes Involving a 15- to 17-Year-Old Driver, 1995-2004. N=18,504*.



*93 people categorized as other occupant not displayed.

Figure 3 below shows the number of fatally injured passengers of drivers ages 15 to 17, by year and age. Of the 9,847 passengers of 15- to 17-year-old drivers

Figure 3. Fatally Injured Passengers of 15-17-Year-Old Drivers, by Age, 1995-2004. N=9,847*.



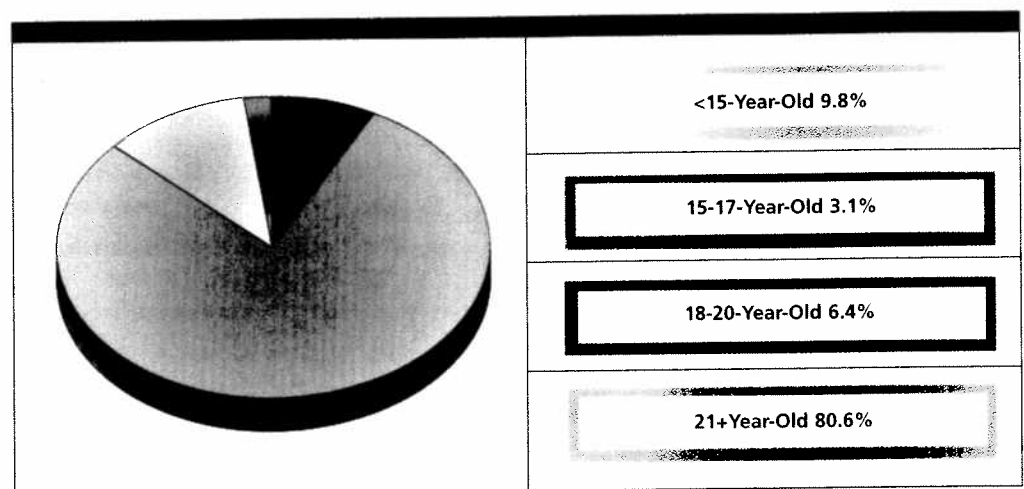
*Includes 22 persons of unknown age, not shown.

The majority of these single-vehicle crashes involved either rollovers or collisions with trees or utility poles.

who were killed in crashes over the period analyzed, 5,273 (53.5%) were also between ages 15 and 17. Another 1,536 (15.6%) were between ages 18 and 20, 1,615 (16.4%) were younger than 15 and 1,401 (14.2%) were 21 or older.

Figure 4 below shows the number of people not riding in vehicles operated by 15- to 17-year-olds, who died in crashes involving 15- to 17-year-old drivers. These include occupants of other vehicles, nonmotorists and other occupants, as defined before. 7,969 of these 9,893 people (80.6%) were 21 or older.

Figure 4. Fatally Injured People Outside of 15- to 17-Year-Old Driver's Vehicle, by Age, 1995-2004. N=9,893*.



*Includes 17 persons of unknown age, not shown.

Appendix I shows the number of 15- to 17-year-old drivers, their passengers, occupants of other vehicles and nonmotorists killed in crashes involving a 15- to 17-year-old driver, by state, between 1995 and 2004.

Tables for figures 3 and 4 can be found in Appendix II.

Conclusion

To help reduce teen-driver crashes, AAA set an ambitious goal in 1997 to pass graduated driver licensing, or GDL, laws in all 50 states and the District of Columbia. When Wyoming and Montana approved bills in 2005, that goal was achieved. These legislative efforts have helped save lives by requiring teens to get more practice behind the wheel. However, not all GDL laws are comprehensive, as they lack some important components (e.g. passenger restrictions).





This analysis shows that the tragedy of teen-driver crashes goes well beyond the teen drivers and their teen passengers. These crashes also kill pedestrians and people in other vehicles – husbands, mothers, children, brothers and grandmothers. That's why in 2006, AAA is again making teen driver safety the Association's highest priority. AAA clubs across the country will focus on strengthening existing GDL laws, educating parents and creating public/private partnerships to address this problem.

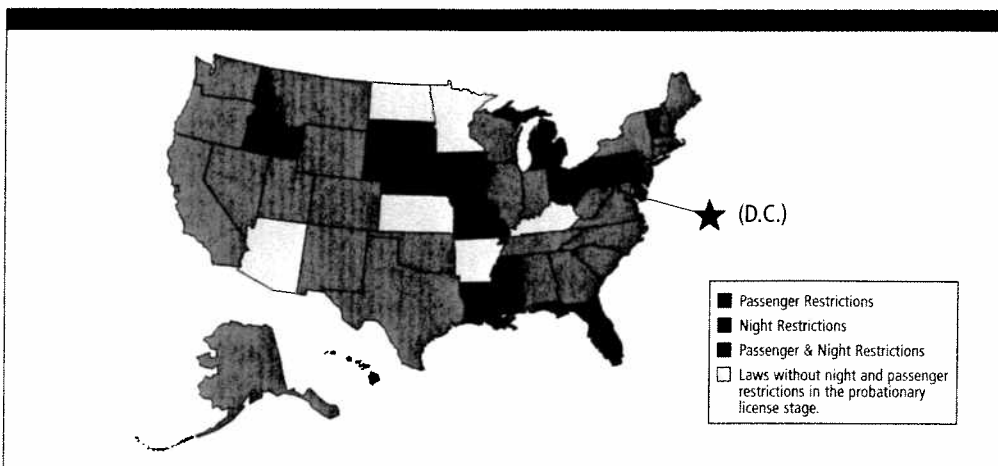
Comprehensive GDL Laws

Since 1997, most states have made improvements to their teen driving laws. However, GDL laws in many states are missing key components. AAA recommends that all GDL laws have three stages with some combination of the following:

- Six- to 12-month learner's permit with at least 50 hours of supervised driving.
- Six- to 12-month intermediate or probationary license with meaningful night and passenger restrictions.
 - States should examine their own crash data to determine the starting time for night restrictions. At a minimum, probationary license holders should be restricted from driving from midnight to 5 a.m.
 - All GDL laws should include meaningful passenger restrictions. At a minimum, teens should be prohibited from transporting other teen passengers for at least six months in the intermediate/probationary license stage.

Figure 5 below summarizes the current GDL laws in the United States. GDL laws in many states are missing key components of effective laws. Please visit aaa.com/publicaffairs for more detailed law information. Figure 6 on page 10

Figure 5. GDL Laws in the U.S.



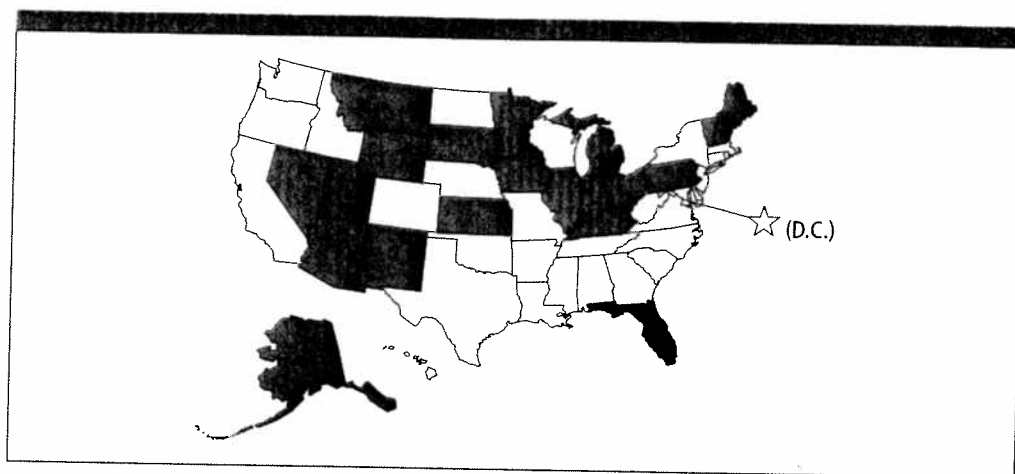
Laws in yellow only have mandatory learner's permits.

Parents in states with weak passenger restrictions should not allow their teen to ride with other teen drivers, and should not allow them to transport other teens in the first year of driving.



highlights states in which AAA clubs will be lobbying for improvements to their respective state laws in 2006. AAA clubs in all states are committed to educating the public about the dangers of teen driving, working with parents and teens to make the learning process more productive and working with legislators to maintain the current GDL laws and seeking improvements to those laws based on research.

Figure 6. Clubs Lobbying for Improvements to GDL Laws in 2006.



AAA clubs across the country will be bringing together diverse groups to change laws and educate the public about the dangers of teen driving to make the roads safer for everyone.

Parental Involvement

Stronger laws play a part in keeping roads safe for everyone, but parents play a critical role in enforcing these laws and serving as good role models for their children. Since many state laws lack key provisions, GDL laws should be considered as baselines. Parents in states with weak passenger restrictions should not allow their teen to ride with other teen drivers and should not allow them to transport other teens in the first year of driving. It's tempting to be lured by the convenience of having other options for getting kids to and from school and practices, but the risks are just too great. Recognizing that parents may feel awkward about enforcing rules that other parents are not enforcing, AAA has developed a discussion guide to help parents work as a team to ensure teens gain driving experience in the safest environment possible during that first year. It encourages parents to talk with one another about the driving rules in their respective homes and encourages them to develop some common rules. That way, teens who are friends have the same or similar rules, which helps remove some of the peer pressure to break parental imposed rules, like passenger restrictions, mileage/road limits, etc.

Community Partnerships

Advocacy groups, victims advocates, law enforcement, schools, local businesses, parents and all citizens must band together to address these tragedies. AAA clubs across the country will be bringing together diverse groups to strengthen laws and educate the public about the dangers of teen driving to make the roads safer for everyone.

Appendix I – State-By-State Data

Deaths in Crashes Involving a 15- to 17-Year-Old Driver, by State, 1995-2004.

	15-17 Year-Old Driver		Passenger of 15-17 Year-Old Driver		Occupant of Other Vehicle		Nonmotorist		Other Occupant		Total
Alabama	359	41.0%	265	30.3%	210	24.0%	38	4.3%	4	0.5%	876
Alaska	26	37.7%	18	26.1%	21	30.4%	3	4.3%	1	1.4%	69
Arizona	151	25.5%	201	33.9%	174	29.3%	61	10.3%	6	1.0%	593
Arkansas	206	43.3%	161	33.8%	89	18.7%	16	3.4%	4	0.8%	476
California	546	27.6%	700	35.4%	496	25.1%	233	11.8%	1	0.1%	1,976
Colorado	198	33.2%	217	36.3%	130	21.8%	50	8.4%	2	0.3%	597
Connecticut	78	40.8%	61	31.9%	40	20.9%	12	6.3%	0	0.0%	191
Delaware	48	41.4%	39	33.6%	14	12.1%	15	12.9%	0	0.0%	116
Dist. of Columbia	5	20.8%	5	20.8%	8	33.3%	6	25.0%	0	0.0%	24
Florida	529	28.9%	496	27.1%	572	31.3%	229	12.5%	3	0.2%	1,829
Georgia	493	39.3%	383	30.5%	302	24.0%	70	5.6%	8	0.6%	1,256
Hawaii	29	32.2%	36	40.0%	22	24.4%	3	3.3%	0	0.0%	90
Idaho	111	38.9%	106	37.2%	50	17.5%	17	6.0%	1	0.4%	285
Illinois	399	34.0%	390	33.2%	294	25.1%	88	7.5%	2	0.2%	1,173
Indiana	353	39.8%	277	31.2%	207	23.3%	43	4.8%	7	0.8%	887
Iowa	172	37.9%	142	31.3%	115	25.3%	21	4.6%	4	0.9%	454
Kansas	192	40.9%	144	30.6%	105	22.3%	24	5.1%	5	1.1%	470
Kentucky	297	42.7%	187	26.9%	174	25.0%	37	5.3%	1	0.1%	696
Louisiana	240	39.5%	187	30.8%	137	22.5%	43	7.1%	1	0.2%	608
Maine	59	40.7%	47	32.4%	29	20.0%	10	6.9%	0	0.0%	145
Maryland	156	38.4%	114	28.1%	95	23.4%	40	9.9%	1	0.2%	406
Massachusetts	116	38.0%	105	34.4%	56	18.4%	28	9.2%	0	0.0%	305
Michigan	393	33.6%	353	30.2%	322	27.6%	98	8.4%	2	0.2%	1,168
Minnesota	212	37.4%	171	30.2%	155	27.3%	29	5.1%	0	0.0%	567
Mississippi	273	39.7%	193	28.1%	182	26.5%	36	5.2%	4	0.6%	688
Missouri	428	41.0%	321	30.7%	237	22.7%	56	5.4%	2	0.2%	1,044
Montana	73	41.7%	64	36.6%	28	16.0%	9	5.1%	1	0.6%	175
Nebraska	134	43.9%	96	31.5%	58	19.0%	16	5.2%	1	0.3%	305
Nevada	59	27.2%	86	39.6%	49	22.6%	23	10.6%	0	0.0%	217
New Hampshire	42	36.8%	40	35.1%	25	21.9%	7	6.1%	0	0.0%	114
New Jersey	99	28.9%	118	34.5%	85	24.9%	39	11.4%	1	0.3%	342
New Mexico	102	30.1%	121	35.7%	75	22.1%	39	11.5%	2	0.6%	339
New York	279	33.7%	276	33.3%	187	22.6%	86	10.4%	1	0.1%	829
North Carolina	427	38.1%	330	29.5%	278	24.8%	81	7.2%	4	0.4%	1,120
North Dakota	53	51.0%	26	25.0%	20	19.2%	5	4.8%	0	0.0%	104
Ohio	428	36.5%	386	32.9%	289	24.6%	70	6.0%	0	0.0%	1,173
Oklahoma	248	36.6%	209	30.9%	161	23.8%	48	7.1%	11	1.6%	677
Oregon	104	30.9%	147	43.6%	64	19.0%	22	6.5%	0	0.0%	337
Pennsylvania	390	36.6%	352	33.0%	243	22.8%	81	7.6%	1	0.1%	1,067
Rhode Island	20	34.5%	24	41.4%	9	15.5%	5	8.6%	0	0.0%	58
South Carolina	274	42.1%	191	29.3%	142	21.8%	42	6.5%	2	0.3%	651
South Dakota	60	36.4%	55	33.3%	34	20.6%	16	9.7%	0	0.0%	165

Appendix I – State-By-State Data *Continued*

Deaths in Crashes Involving a 15- to 17-Year-Old Driver, by State, 1995-2004.

	15-17 Year-Old Driver		Passenger of 15-17 Year-Old Driver		Occupant of Other Vehicle		Nonmotorist		Other Occupant		Total
Tennessee	405	41.6%	268	27.5%	256	26.3%	42	4.3%	3	0.3%	974
Texas	953	34.5%	886	32.0%	705	25.5%	217	7.8%	5	0.2%	2,766
Utah	105	33.9%	106	34.2%	74	23.9%	25	8.1%	0	0.0%	310
Vermont	30	43.5%	23	33.3%	11	15.9%	5	7.2%	0	0.0%	69
Virginia	281	41.6%	224	33.2%	130	19.3%	40	5.9%	0	0.0%	675
Washington	167	35.0%	164	34.4%	105	22.0%	40	8.4%	1	0.2%	477
West Virginia	85	36.5%	81	34.8%	52	22.3%	14	6.0%	1	0.4%	233
Wisconsin	250	38.7%	204	31.6%	155	24.0%	37	5.7%	0	0.0%	646
Wyoming	40	38.1%	51	48.6%	6	5.7%	8	7.6%	0	0.0%	105
Total	11,177	36.2%	9,847	31.8%	7,477	24.2%	2,323	7.5%	93	0.3%	30,917

Appendix II – Data Tables

Table 1. Fatally Injured Teen Drivers by Age.

	15		16		17		Total
1995	91	8.2%	508	45.9%	507	45.8%	1,106
1996	86	7.2%	548	45.9%	559	46.9%	1,193
1997	74	6.3%	484	41.5%	608	52.1%	1,166
1998	74	6.5%	461	40.7%	599	52.8%	1,134
1999	71	6.1%	445	38.2%	649	55.7%	1,165
2000	64	6.0%	435	40.9%	564	53.1%	1,063
2001	53	5.1%	434	41.5%	558	53.4%	1,045
2002	79	6.6%	488	40.5%	639	53.0%	1,206
2003	72	6.8%	413	38.7%	581	54.5%	1,066
2004	68	6.6%	399	38.6%	566	54.8%	1,033
Total	732	6.5%	4,615	41.3%	5,830	52.2%	11,177

Table 2. Fatally Injured Passengers of 15-17-Year-Old Drivers.

	<15		15-17		18-20		21+		Total*
1995	193	18.1%	572	53.5%	160	15.0%	143	13.4%	1,069
1996	195	16.9%	607	52.7%	186	16.2%	162	14.1%	1,151
1997	178	16.1%	595	53.8%	177	16.0%	154	13.9%	1,105
1998	150	15.3%	516	52.6%	165	16.8%	148	15.1%	981
1999	169	16.7%	537	53.1%	151	14.9%	153	15.1%	1,012
2000	156	17.6%	470	53.0%	134	15.1%	121	13.7%	886
2001	139	14.9%	492	52.6%	156	16.7%	146	15.6%	936
2002	129	13.7%	538	56.9%	149	15.8%	126	13.3%	945
2003	148	16.8%	465	52.8%	124	14.1%	141	16.0%	880
2004	158	17.9%	481	54.5%	134	15.2%	107	12.1%	882
Total	1,615	16.4%	5,273	53.5%	1,536	15.6%	1,401	14.2%	9,847

*Includes 22 persons of unknown age.

Appendix II – Data Tables *Continued*

Table 3. Fatally Injured People Outside of 15-to-17-Year-Old Driver's Vehicle.*

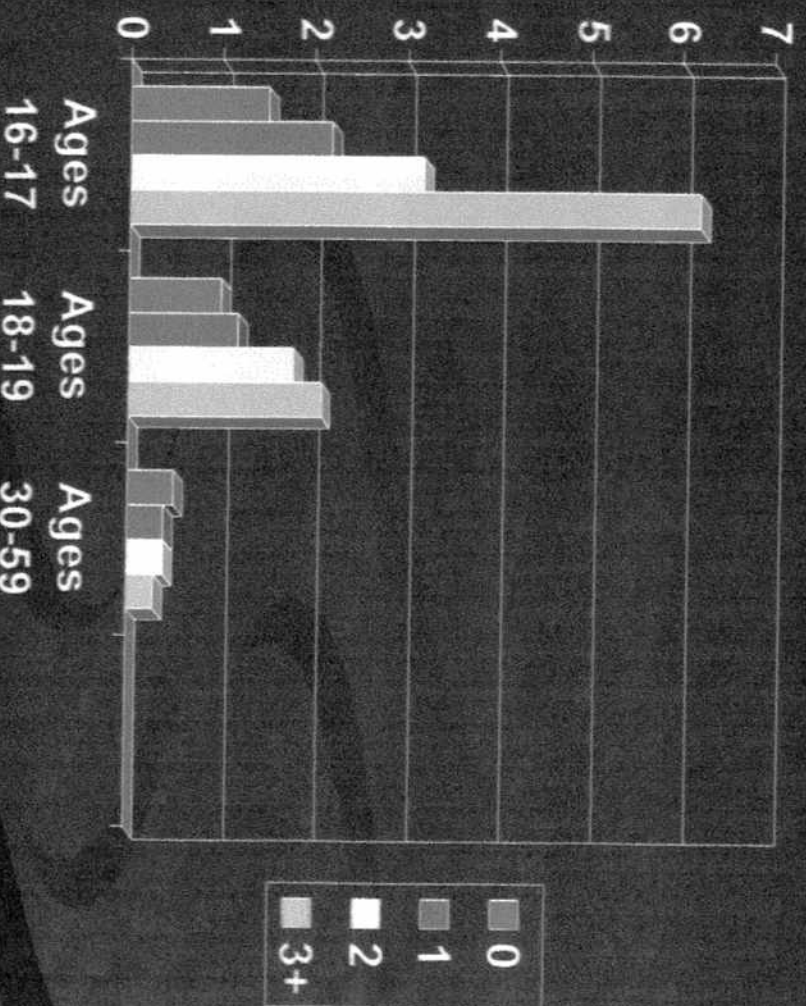
	<15		15-17		18-20		21+		Total†
1995	146	12.9%	40	3.5%	56	4.9%	890	78.6%	1,133
1996	140	12.8%	25	2.3%	74	6.7%	857	78.1%	1,098
1997	96	9.4%	37	3.6%	57	5.6%	832	81.2%	1,025
1998	106	10.4%	41	4.0%	68	6.6%	806	78.7%	1,024
1999	99	9.5%	25	2.4%	67	6.4%	853	81.5%	1,046
2000	96	9.8%	28	2.9%	66	6.7%	787	80.5%	978
2001	79	8.6%	28	3.0%	70	7.6%	742	80.7%	920
2002	70	7.2%	30	3.1%	51	5.2%	821	84.3%	974
2003	73	8.3%	25	2.9%	68	7.8%	710	81.0%	877
2004	64	7.8%	29	3.5%	53	6.5%	671	82.0%	818
Total	969	9.8%	308	3.1%	630	6.4%	7,969	80.6%	9,893

* Includes occupants of other vehicles, non-motorists, and other occupants.

† Includes 17 persons of unknown age.

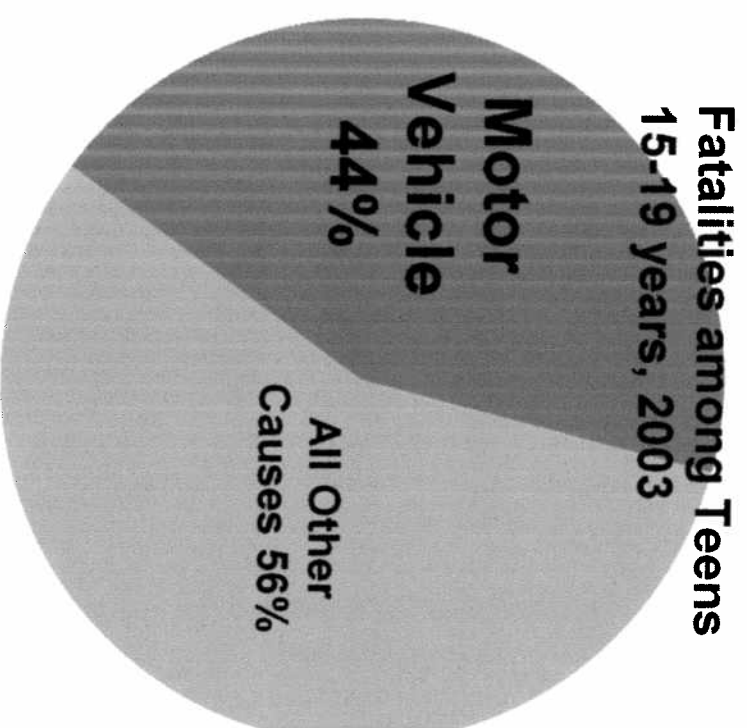
Number of Passengers in the Vehicle

- Crash risk for teen drivers increases greatly as the number of passengers increases (Williams, 2003)



Teens and Crashes

- Leading cause of death in teenagers
- More than 5,000 teens ages 15-19 die each year in motor vehicle crashes
- More than 1/2 million teens treated in emergency departments for motor vehicle related injuries



■ Motor Vehicle ■ Other Causes

Crash Rates of 16-year-old Drivers by Months of Licensure

Crashes per 10,000 Drivers

